HT-8 OPERATIONS
Flight Leader

STUDENT CHECK-IN BRIEF

WELCOME ABOARD!

FLIGHT LEADER DUTIES

- Each day there is a duty Flight Leader in OPS assigned to manage the schedule writing process and track student progression through the syllabus
- If a student has any issues arise that will affect their training status (ORM, Med Down, Missed Class, etc) they need to contact their Class Advisor and Flight Leader

CLASS FLOW

- Week 1 – Check-in / duty (also do CAI and classes)
- Week 2 – Classes / Exams
- Week 3 – CPT's (Vance SMAs obs 2)
- FAM 0 Brief – This is both a class and a brief. Start preparing NOW! (Vance SMAs obs 2 FAM brfs)
- Contacts: First 10 – 9 are with on-wing, 1 off-wing.

  Then Check Ride, Solo Same Day

  Then 3 more Contacts
- Tactics – 3 flights
- EP Simulator

CLASS FLOW

- Contacts in ‘C’ Aircraft day and night
- BI Simulators
- BI in A/C
- RI Simulators
- RI/DN/NN/AN/Night Contacts – Any order
- I4404 – RI PRE-CHECK – Hardest flight in flight school. Start preparing early.
- Charlie Check

CLASS FLOW

- Instrument Check
- SOLO
- Low Level Routes
- NVGs
- Formation/Ship Quals/SAR.
- Must be complete with all flights 14 days prior to winging week (Fri), except for allied, Coast Guard and Osprey SNAs. Don’t buy plane tickets before you confirm w/ Stud Control.

LECTURES AND TESTS

- It is your responsibility to attend all lectures and take all tests as per MCG.
- Check lecture schedule and plan ahead.
- Eligible for FAM-0/1 the day after C2005.
- Complete all CAI before you attend classes (see CAI sheet in front of OPS to note when new CAI's are available) .
- If you are eligible for a flight, but you haven't taken the prerequisites(classes, CAI, exams) this will be documented as un-OLQ.

CROSS COUNTRIES

- You are encouraged to take CCXs out of the area whenever possible.
- CCX board in briefing space.
- Eligible for VFR CCX after C4602, C4801, and VNAV class.
- Eligible for IFR CCX after AirNav simulator.
- Lodging **shall** be confirmed prior to submission of CCX request form.
- No CCX while in Simulators.*

CROSS COUNTRIES

- Most CCXs will be FRI to SUN. Going longer must be coordinated early and is approved on case by case basis.
- If you haven’t completed all VFR and IFR NAV flights (CCX’s) by the EOB of first RI block, expect to be hard scheduled for out/in’s, unless you’ve previously coordinated a future CCX with the OPS department (Flight Leader).

APPEARANCE

- Uniform of the Day – Flight Suit – Can wear to/from work and may stop enroute for minor stops, i.e. gas
- Keep a set of khakis, charlies, trops in your locker in case of duty/board.
- Green flight jackets are authorized with flight suit only and only on base.
- Leather flight jacket can be worn with khakis or flight suit, but NOT IN A/C.

UNSAT Performance

- Applies to ALL UNSATS
- 2 step process
  - 1) Make rounds according to checklist
  - 2) See your Flight Leader for counseling
- You will not fly until UNSAT counseling is complete.

DAILY RESPONSIBILITIES

- Check Flight Schedule – Even when you aren't expecting an event because of Snivel.
- 2 ways to check schedule:
  - 1. Schedule is usually out by 1600, stick around and read it before you leave.
  - 2. Internet. https://www.cnatra.navy.mil/tw5/schedules.asp
- Update Calendar Card and Progress Sheet.
  - Failure to do this will result in updating on Saturday morning with OPSO
- Snivel for classes, exams, last chance classes etc. Remember, snivels are a request, NOT A GIVEN.

MEDICAL

- Get admin up chit for HT-8. Do this ASAP.
- Annual flight physicals are due in birth month. Expiration of physical=un-OLQ!
  - Can schedule one month early
- If you are sick, DO NOT FLY! It is your responsibility to **not fly** if you are not physically, mentally, or emotionally fit.

MED DOWN

- If sick, see Medical THAT DAY for down chit – NOTIFY CDO and OPS ASAP too.
- Bring original to NATOPS and a copy to CDO who will give it to OPS.
- If not SIQ, be prepared for duty.
- When Med down, you must at the minimum phone muster with CDO before close of business.

CREW DAY / CREW REST

- Crew day – 12 hours normally, 10 hrs for solo flight days. Max of 6 fly days in a row (includes sims and observes).
- Crew day begins with first military obligation and ends when complete with last military obligation. (Usually when you enter the squadron to when you leave the squadron.)
- Crew rest is 12 hours. You will be allotted an extra 30 minutes prior to next brief for preflight planning (Weight and balance, etc).
- If you break crew rest, you cannot fly and an un-OLQ document will be completed.

ORM

- If you ORM out of a flight be sure to talk to your Class Advisor and Safety.
- You can ORM out of a flight, not a brief.

TRAINING TIME OUT

- Due to the high-risk that is involved in flight training, procedures for TTO are in effect.
- Any time you experience concern for your personal safety or you question your desire to continue training, you are strongly advised to seek advice through any staff member of the squadron.
- Simulators and classrooms do not apply to TTO.

BASE SECURITY

- Register your vehicle for this base.
- Do not talk on cell phones while driving, or anytime you are on the flight line.
- DO NOT SPEED! (Especially up and down the hill in front of the guard gate.) Base property extends all the way to the red light.
- Seat belts shall be worn.

PARKING

- Do not park in reserved spots.
- Student parking is in the east and west lots.

MISCELLANEOUS

- You SHALL contact your on-wing prior to the FAM-0 for IP expectations.
- Keep your flight gear in your locker, not your car.
- Wait until after 1300 to talk to CDO about any questions for OPS so that the schedule writers can focus on writing the next day's schedule.
- Practice preflight in "yellow tailed" A/C in hangar. Both 'B' and 'C'.
  - If no "yellow tail" talk to mechanic nearby to assure aircraft is safe to preflight/chair-fly in.

QUESTIONS ?